

SWIFT

100% READY TO FLY



Specifications

Main Rotor Blades.....	520mm
Tail Rotor Diameter.....	21cm
Length.....	105cm
Height.....	34.4cm
Weight.....	1.56kg
Speed Control.....	75/95 Amp
Motor.....	1440kV
Battery.....	4S Li-Po 20C/30C
Pinion.....	10 tooth
Head Speed.....	1600 - 2100 RPM
Radio System.....	Elite 2.4GHz 6 Channel
Charger.....	Standard AC Wall Charger

Century Helicopter Products

Designed and Developed in USA

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The Swift 100% Ready-to-Fly is a R/C helicopter system that is designed to offer beginner to intermediate helicopter pilots a 100% ready-to-fly experience like no other. It comes 100% factory built, tested, and flown so you can get flying right away. It is equipped with the latest state-of-the-art technology such as brushless outrunner motor and Lithium-Polymer power, a heading lock gyro, servos and CCPM control. From smooth hovering to 3D aerobatics, the Swift 100% RTF's larger size and powerful performance allow it to be flown outdoors in conditions that would typically ground smaller mid. and micro sized helicopters.

In addition to its impressive features list and performance, the Swift 100% RTF is the first true ready-to-fly full size electric helicopter available on the market and it comes equipped with the Elite 6-channel 2.4GHz Spread Spectrum Technology radio system. Unlike traditional 72MHz radios, the Elite 6 SST provides freedom from frequency restrictions and interference. The Elite 6 SST radio offers other unique advantages like faster control responses and innovative features allowing the beginner pilot to get started while the more advanced pilot can program the radio through a computer interface for more extreme 3D aerobatics. The system also includes the feather light Elite 6 SST receiver. The following are features of the Elite 6 2.4GHz Spread Spectrum Technology radio. *Programming is available via the optional programming interface

- Full-range capability
- Infinite Model Memory (Based on storage capacity of your computer)
- Heli and airplane programming
- Standard or 120° CCPM swashplate mixing
- 3-axis dual rates and exponential
- Travel adjust
- Sub trim
- Two 5-point throttle curves
- Two 5-point pitch curves
- Revo mixing
- Gyro sensitivity programming
- Two programmable mixes

The Elite 6 is not only perfectly suited for the Swift 100% RTF it can also be used to fly just about any size and type of model due to its full-range and programming capabilities. And although the Swift 100% RTF is nearly ready-to-fly right from the box, please take the time to read through this manual for tips on battery safety and charging, control checks, adjustments and more before attempting your first flight.

Warning

This radio controlled model is not a toy! It is a precision machine requiring proper assembly and setup to avoid accidents. It is the responsibility of the owner to operate this product in a safe manner as it can inflict serious injury otherwise. It is recommended that if you are in doubt of your abilities, seek assistance from experienced radio control modelers and associations. Keep loose items that can get entangled in the rotor blades away from the main and tail blades, including loose clothing, hair, or other objects such as pencils and screwdrivers. Especially keep your hands away from the rotor blades. As manufacturer, we assume no liability for the use of this product.

Warranty Period

Century Helicopter Products warrants that the Products purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

Limited Warranty

(a) This warranty is limited to the original customer ("Purchaser") and is not transferable. REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE PURCHASER. This warranty covers only those Products purchased from an authorized Century Helicopter Products dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Further, Century Helicopter Products reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

(b) Limitations- CENTURY HELICOPTER PRODUCT MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, ABOUT NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PRODUCT. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

(c) Purchaser Remedy- Century Helicopter Products's sole obligation hereunder shall be that Century Helicopter Products will, at its option, (i) repair or (ii) replace, any Product determined by Century Helicopter Products to be defective. In the event of a defect, these are the Purchaser's exclusive remedies. Century Helicopter Products reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Century Helicopter Products. This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Century Helicopter Products. Return of any goods by Purchaser must be approved by Century Helicopter Products before shipment.

Please note this checklist is not intended to be a replacement for the content included in this instruction manual. Although it can be used as a quick start guide, we strongly suggest reading through this manual completely before proceeding.

- ☐ Remove and inspect contents
- ☐ Begin charging the flight battery
- ☐ Install the 8 included AA batteries in the transmitter
- ☐ Install the flight battery in the helicopter (once it has been fully charged)
- ☐ Test the controls
- ☐ Familiarize yourself with the controls
- ☐ Find a suitable area for flying

Flight Guidelines

- ☐ Always turn the transmitter on first
- ☐ Plug the flight battery into the electronic speed control (ESC)
- ☐ Allow the ESC, gyro, and receiver to arm and initialize properly
- ☐ Fly the model
- ☐ Land the model
- ☐ Unplug the flight battery from the ESC
- ☐ Always turn the transmitter off last



Box Contents

- Swift 100% Ready To Fly Helicopter
- Elite 6 2.4GHz Spread Spectrum Technology Receiver
- 4S1P 3300mAH Li-Po Battery
- 4 Cell Li-Po Charger
- Elite 6 2.4GHz Radio
- Blade holder
- Blue thread lock
- Assorted Allen Keys
- Binding Jumper
- 8 AA Batteries
- Elite 6 Transmitter Programming Cable [optional item]
- CNTX Elite 6 Programming Software CD [optional item]

While the 4S 3300mAh Lithium Polymer Battery included with your Swift 100% RTF features Charge Protection Circuitry, you **MUST** read the following safety instructions and warnings before handling, charging or using the Li-Po battery.



Note: Lithium Polymer batteries are significantly more volatile than the alkaline, NiCd or Ni-MH batteries used in RC applications. All instructions and warnings must be followed exactly. Treat the Li-Po battery with respect. Mishandling of Li-Po batteries can result in fire.



It is extremely important that you cycle the Li-Po battery. To do this, on your first 5 to 7 flights, you must not deplete the battery. Fly for a maximum of 3 to 4 minutes on your first few flights. After flying, wait 15 minutes before charging the battery. This will ensure your battery to run at it's maximum capacity and extend the life of the battery. This is called cycling and must be done 5 to 7 times before performing full flights. If this guideline is not properly followed, you may cause damage to the battery.

- You must charge the included 4-Cell 3300mAh Li-Po battery in a safe area away from flammable materials.
- It is recommended that you charge the Li-Po battery on a cement floor or within a metal pan in case of fire.
- Do not charge the battery when installed in the helicopter.
- Never charge the battery unattended. You should always monitor the battery during its charging cycle to react to any potential problems that may arise.
- After flight, the battery must be cooled to ambient temperature before charging.
- Improper handling or charging could result in injury and/or property damage. **DO NOT use a NiCd or Ni-MH charger.**



- If at any time during the charge or discharge process the battery begins to balloon or swell, discontinue charging or discharging immediately. Quickly and safely disconnect the battery, then place it in a safe, open area away from flammable materials to observe it for at least 15 minutes. Continuing to charge or discharge a battery that has begun to balloon or swell can result in a fire. A battery that has ballooned or swollen even a small amount must be removed from service completely.
- Always take care when connecting the leads on the battery to the charger and to the ESC. Although the connectors forcibly provide only one way to connect the plugs, make sure you are matching the Red (positive +), and Black (negative -) wires to each other. If at any time the connector breaks and the wires separate from each other, never let the loose wires touch each other as this can result in a short.
- Depending on how much the battery has been drained, it takes about 1.5 hours to fully charge your battery. It is important that you monitor the status of your battery and never leave a charging battery unattended.

- In the event of a crash, you must quickly and safely disconnect and remove the battery from the model, then place it in a safe, open area away from flammable materials to observe it for at least 15 minutes.
- Always store the battery at room temperature and approximately ½ charge for best results.
- When transporting or temporarily storing the battery, the temperature range should be between 40 to 120 degrees Fahrenheit. Do not store the battery or helicopter/transmitter in a car or direct sunlight whenever possible. If stored in a hot car, the battery can be damaged or even catch fire.
- Do not over-discharge the battery. Discharging the battery too low can cause damage to the battery resulting in reduced performance and duration.
- The battery provided offers balancing leads. The typically hooks up to a battery balancer during the charging cycle. Although not necessary, it is recommended to charge your battery with a battery balancer. This will prolong the life of the Li-Po battery.

The 75-amp brushless ESC installed in your Swift 100% RTF model features a “soft” low voltage cutoff (LVC) that occurs when the battery reaches 14.4V under load. When the soft cut-off occurs, the ESC will automatically reduce power to the motor (regardless of the power level you have set with the throttle stick/curve) in order to prevent the voltage of the battery from dropping to below 14.4V. After the power is reduced and the voltage “rebounds” (rises) to above 14.4V, the ESC will automatically return power to the motor until the battery reaches 14.4V again. This process will continue to repeat, sometimes causing the motor/power to “pulse” rapidly, helping to provide a visual and/or audible indication of the low battery voltage. However, in some cases it may be difficult to detect pulsing of the motor/power, so we suggest that you be extremely aware of the power level of the Li-Po battery during flight. If at any time the helicopter begins to require more throttle than typical to maintain hover or flight, or has lost significant power, you must land the helicopter IMMEDIATELY to prevent a sudden loss in power that could result in a crash.

Although the soft LVC of the ESC will help to prevent “deep” (below 9V; 3V per cell) over-discharge of the battery, it is not recommended that you continue to run the motor for an extended length of time after landing and/or noticing a loss of power. Routinely discharging the battery to 9V can still cause permanent damage to the battery, resulting in shortened flight times, loss of power output or failure of the battery entirely.

It is important that you only charge the included 4S 3300mAh Li-Po Battery with the included charger or a comparable 4S Li-Po charger. Attempting to charge the battery using a charger not suited to charge at least a 4 cell Li-Po battery could result in serious damage. Please familiarize yourself thoroughly with the Battery Warnings and Guidelines section before continuing. NEVER charge the battery unattended.

Note:

The Li-Po battery included with your Swift 100% RTF will arrive partially charged. For this reason the initial charge may only take approximately 30-50 minutes.

If you have any further questions or concerns regarding charge error indications, please contact Century Helicopter Products at (408)451-1155.



Lithium Polymer Battery Safety

1. Never fast-charge any battery type unattended.
2. Never charge Li-Poly cells or battery packs at any rate unattended.
3. Only charge Li-Poly cells or battery packs with a charger designed specifically for lithium polymer chemistry.
4. Li-Poly cells can ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger setting and other factors.
5. Always use the correct charging voltage. Li-Poly cells or battery packs may ignite if connected to a charger supplying more than 5 volts per cell.
6. Always assure the charger is working properly.
7. Always charge Li-Poly cells or battery packs where no harm can result, no matter what happens. We suggest a brick box or likeness. Have sand handy in a bucket for any need to extinguish any fire. NEVER use water on any cells or battery packs.
8. Never charge a cell or battery pack in a model. A hot pack may ignite wood, foam, plastic, etc.
9. Never charge a cell or battery pack inside a motor vehicle or in a vehicle's engine compartment.
10. Never charge a cell or battery pack on a wooden workbench or on any flammable material.
11. If a cell or battery pack is involved in a crash:
 - a. Remove the cell or battery pack from model.
 - b. Carefully inspect the cell or battery pack for shorts in the wiring or connections. If in doubt, cut all wires from cell or battery pack.
 - c. Disassemble the pack
 - d. Inspect cells for dents, cracks and splits. Dispose of damaged cells.
12. Dispose of cells or battery packs as follows:
 - a. Discharge: with the cells or battery pack in a safe area, connect a moderate resistance across the terminals until the cell or battery pack is discharged. CAUTION: cell or battery pack may be hot.
 - b. Discard Li-Po batteries by puncturing the plastic envelope, immerse in salt water for several hours and place in regular trash.
13. Handle all cells or battery packs with care, as they can deliver high currents if shorted. Shorting by a wedding ring, for example, will remove a finger.
14. Always store cells or battery packs in a secure location where they cannot be shorted or handled by children.
15. When constructing a battery pack, always use cells of the same capacity (mAh)
16. DO NOT store fully charged or discharged batteries in your helicopter.
17. When cutting wires, always cut ONLY ONE WIRE AT A TIME.

** Century Helicopter Products will not be liable for any damages that may occur to your helicopter due to any misuse or mishandling as explained above.

** Century Helicopter Products, its successors, heirs and assignees are not responsible in way for any and all bodily injuries) and/or property damage that may occur from the use of, or caused by in any way from Lithium Polymer battery packs offered by and or distributed by Century Helicopter Products.

Your Electron ESC

The Electron ESC provided with your Swift 100% RTF is a full featured ESC. It is a revolutionary electric speed controller dedicated full size R/C applications. The Electron is the result of years of research and development. The Electron has multiple, complex, yet easy to program built-in functions, gentle to the gears and pilots can program the Electron in the field with ease and comfort.

Features / Specs:

- Features Easy to Use: 4 Flying Modes
- Supports Quick Throttle Response
- Supports Linear Throttle Output
- Supports Stable RPM Control
- Supports Compatibility with Most Brushless Motors
- Supports High Speed Brushless Motors
- 2-Pole Brushless Motors up to 240,000rpm

- 6-Pole Brushless Motor up to 80,000rpm
- High Temperature Protection for ESC Body
- Ferrite Ring for Reduced Interference
- 12-Pole Brushless Motor up to 40,000rpm
- Built-in Heat Sink
- Built-in Throttle Calibration Function
- Built-in Soft Start Function for Helicopter

- Built-in Governor Function for Helicopter
- Built-in Auto Motor Timing Function
- Built-in World Famous Brand MOSFET with High Quality, Reliability & Low Impedance Two Stage Protection Soft Cut then Hard Cut
- Low Battery Protection for LiPo/Lilon Battery

PWM Frequency.....12Khz
BEC Continuous Output.....None

Maximum Operation Voltage / Li-Po Cell
CNE475.....14.V / 4-Cell
Physical hardware limitation 30V

High Temperature Protection
Soft Cut Temperature.....110°C / 230°F
Hard Cut Temperature.....120°C / 248°F

Continuous / 15-Sec Peak Current
CNE475.....75A / 90A

Low Battery Protection
Soft Cut Voltage2.9V per Li-Po Cell
Hard Cut Voltage2.6V per Li-Po Cell

(If CNE475 utilizes anything beyond 4 cell Li-Po or 14.8V, the power source may cause serious damage to the ESC and will not be covered under warranty)

Entering Programming mode:

Although the Swift 100% RTF comes pre-programmed, here is a guideline on how to change programming. Unless you plan on using this ESC for another application, PLEASE DO NOT CHANGE THE SETTINGS OF YOUR ELECTRON ESC AS IT COMES PRE-PROGRAMMED. The Electron software is easy to program. You can select 1) Soft start without governor 2) Soft start with Governor 3) Regular Fast start. NO BRAKE 4) Regular fast start with Brake.

- 1.) Turn the transmitter on and move the throttle stick to the top position.
- 2.) Supply power to the Electron by connecting your battery. After roughly 2 seconds, the Electron will emit a series of tones indicating entry into programming mode.
- 3.) Move the throttle stick to the lowest position and the Electron will ask which mode you want to use based on the number of beeps.
- 4.) Select a mode by moving the throttle to the top position.
- 5.) The Electron will verify that you have activated a mode by the number of beeps pertaining to the mode selected.
- 6.) Disconnect power source from the electron once the Electron is programmed.
- 7.) Move throttle stick down and you are ready to fly!

Using Programming mode:

Soft start (heli) w/o governor MODE 1	1.) Throttle stick UP 2.) Connect battery (this will be followed by a series of tones indicating "programming mode"). 3.) Move throttle stick DOWN . 4.) Wait for ONE BEEP . 5.) Move throttle stick UP confirming selection. 6.) Unplug battery and move throttle stick DOWN and reconnect battery to fly.
Soft start (heli) with governor MODE 2	1.) Throttle stick UP 2.) Connect battery (this will be followed by a series of tones indicating "programming mode"). 3.) Move throttle stick DOWN . 4.) Wait for TWO BEEPS . 5.) Move throttle stick UP confirming selection. 6.) Unplug battery and move throttle stick DOWN and reconnect battery to fly.
Fast start (airplane) No brake MODE 3	1.) Throttle stick UP 2.) Connect battery (this will be followed by a series of tones indicating "programming mode"). 3.) Move throttle stick DOWN . 4.) Wait for THREE BEEPS . 5.) Move throttle stick UP confirming selection. 6.) Unplug battery and move throttle stick DOWN and reconnect battery to fly.
Fast start (glider) with brake MODE 4	1.) Throttle stick UP 2.) Connect battery (this will be followed by a series of tones indicating "programming mode"). 3.) Move throttle stick DOWN . 4.) Wait for FOUR BEEPS . 5.) Move throttle stick UP confirming selection. 6.) Unplug battery and move throttle stick DOWN and reconnect battery to fly.

Reversing the motor

The motor turning direction can be reversed at any time by reversing the two red/black power wires connected to the motor. (DO NOT REVERSE POLARITY FROM THE BATTERY CONNECTOR AT ANY TIME)

How it works

- 1.) Turn on your transmitter.
- 2.) Connect the main power to the Electron.
- 3.) You will hear 4 beeps once power is supplied to the Electron.
- 4.) The Electron will remain disarmed until the throttle stick is moved to the upright position (The Electron has an 8 second slow spool up feature, this feature is a power saver and to prevent the motor from accidentally powering up).

The Electron 75 has a 30 second re-initialization function (in soft start modes only). This will be activated if the throttle is in the low position for 30 seconds or more. This function will cause a "soft start" or slow increase in throttle no matter how quickly the throttle is moved.

Troubleshooting

Everything is hooked up correctly, the receiver & servos work, but throttle does not respond.

The Electron is not seeing "low stick" and is not arming. Try moving the throttle stick and trims to low positions until the speed control arms. Observe any endpoint adjustments that may also relate to the throttle. The throttle channel may need to be reversed in the transmitter to allow the proper throttle response.

Every time when throttle is at maximum the ESC cuts off after a moment, even with new fully charged batteries.

Electron will turn off the motor if the battery voltage drops below the programmed voltage safeguard. This is to prevent unexpected and erratic results. If the cutoff occurs on new fully charged batteries the motor may be drawing too much current from the battery. This will cause the battery voltage to drop very rapidly and initiate the safeguard. The motor may be compromised in some way by too much resistance in the gearing or a prop or blades that are too large for the motor. The battery being used may not be capable of supplying enough power to the motor. Try other batteries.

Nothing works!

Check all the connections to ensure correct polarity and power supply. Also check transmitter for any inhibitors. If there is nothing else that can be done then call the dealer where you purchased the Electron or Century directly. Please refer to the warranty section.

Your Swift 100% RTF is equipped with a Century Basic PG3000 Heading Lock Gyro. It's lightweight, size, and performance make this gyro an excellent feature in the Swift 100% RTF package.

The following checklist includes the steps you must follow to ensure proper initialization and operation of the gyro:

After connecting the flight battery to the ESC, be sure that you do not move or sway the helicopter. Allow it to remain motionless until the red LED on the gyro illuminates solidly, indicating that the gyro has initialized properly and is ready for use. Note: It is extremely important that you do not move or sway the helicopter after powering it on and before the gyro initializes. The gyro must be allowed adequate time to record the neutral position in order to initialize for proper operation. You must also not provide any transmitter input during the initialization process. If you start moving the rudder servo before the gyro has a chance to initialize, the gyro will not be able to find where "center" is on the rudder servo thus providing improper rudder control. This will make the Swift 100% RTF appear to be out of control in flight. If you accidentally move the helicopter or provide input from the transmitter after powering it on and before the gyro initializes, power the helicopter off (by disconnecting the flight battery from the ESC) then repeat the process to power the helicopter on and to initialize the gyro properly.

Once the gyro has initialized properly, the helicopter is ready for flight.

Before making your first flight, it will be necessary to confirm that the gyro is responding properly to the movements of the helicopter and providing proper inputs to the tail servo in order to counteract any unwanted changes in yaw. To do this, view the servo arm (from the top of the servo) and note the direction the arm rotates when you give a right rudder input on the transmitter (while the model remains motionless). In the case of the Century ES110 servo installed on your Swift RTF model, the servo arm should rotate toward the front of the helicopter. Then, yaw the nose of the helicopter quickly to the left, while again noting the direction the tail servo arm rotates. The arm should rotate in the same direction as it did for a right rudder command (toward the front of the helicopter).

After confirming that the gyro is providing proper inputs to the tail servo, power off the helicopter and be sure to review the following sections of the manual BEFORE proceeding with the first flight.

Gyro Mode and Gain Adjustments:

- The Century Basic PG3000 offers a Dual Remote Gain Adjustment feature. This, along with the Elite 6's Gyro Sensitivity feature, allows the gyro mode (Standard Rate or Heading Lock) and gain values to be set remotely on the transmitter.
- The gain values for the gyro are adjusted on the transmitter itself. The VR (A) selection choice has been set to the Gyro (GYRO) switch, the two available gain values can be selected using this knob during flight. When the VR(A) knob is turned counter-clockwise past the half-way point, the GYRO will enter into NORMAL mode. This is indicated on the Gyro with the LED light unlit. When the VR(A) knob is turned clockwise past the half-way point, the Gyro will enter in to HEADING LOCK mode. This is indicated on the Gyro with a constant red LED light. It is recommended to always fly in HEADING LOCK mode.
- During your first flight, establish a stable hover and apply some short and quick rudder inputs while observing the reaction of the tail when the control stick is returned to its neutral position. If there is any tendency for the tail to twitch quickly (oscillate) from side to side, it will be necessary to lower the Rate used for the selected Gyro switch position. The goal when adjusting the Rate for the Gyro knob position is to find the highest Gyro gain value (Rate) at which the tail of the helicopter will not oscillate in nearly all areas of flight, including fast forward flight and descents. You may need to increase the Gyro gain value when flying in windy conditions or you may need to decrease the Gyro gain value in flight to prevent significant tail oscillation when performing certain maneuvers.

Trim Adjustments

- During flight, it may be necessary to make some small adjustments to the rudder trim in order to prevent the nose/tail of the model from "drifting" to the left or right when the rudder stick is in the neutral position. Typically, only a small amount of adjustment may be necessary. Note: It is always best to avoid sudden temperature and environmental condition changes when using a gyro. For example, it is best to not fly a model on a very hot (or cold) day immediately after removing it from an air-conditioned (or heated) vehicle. It is also best to keep the gyro out of direct sunlight and away from any heat-generating sources on the model. To help the gyro better acclimate to temperature and environmental conditions at the flying field, it is best to let your Swift 100% RTF model stand for approximately 10–15 minutes before flying, allowing the temperature of the gyro sensor to stabilize. If you do not allow the temperature to stabilize, you may experience radical trim changes that require significant adjustments of the rudder trim during flight.

LED Reference Table

LED Indicator	State of Gyro
LED On	Gyro has entered HEADING LOCK mode
LED Off	Gyro is in NORMAL mode
LED Blinking Fast	Gyro was turned on under NORMAL mode and cannot be properly initialized. Please turn the gyro's sensitivity selection switch on the transmitter to LOCK mode, then switch off the power of the receiver and switch on again.
LED Blinking Slow	The Gyro has failed to receive a signal from the rudder servo. Re-initialize the gyro by turning the receiver's power off and turn it back on.
LED Blinking Twice	The center point of the gyro has shifted. It needs to be re-initialized.

Note: If you do not hear a series of tones after battery power is applied, the ESC has not armed properly.

Please review the following:

1.) Install the 8 included AA batteries in the Elite 6-channel 2.4GHz Spread Spectrum Technology transmitter. Check the power level of the batteries and operation of the transmitter by switching the power switch on (to the right). The LED lights on the transmitter will indicate the voltage condition of the batteries. If at any time the voltage of the batteries falls to a point when the RED LED lights up it will be necessary to replace the batteries with new ones, use the recommended size and voltage.



2.) Confirm that the throttle stick is in the lowest possible position and that the throttle trim is set at the bottom position.

3.) Confirm that all connections are still intact. Check the wire going from the ESC to the receiver.

If the ESC will not arm after confirming the details listed above, contact Century Helicopter Products Support staff at 408-451-1155 before proceeding.

4.) Once you have placed the helicopter in a safe area, free of obstructions, and are clear of the rotor blades, you can safely begin to power up the model to confirm proper operation and operating direction of the motor and rotor blades.

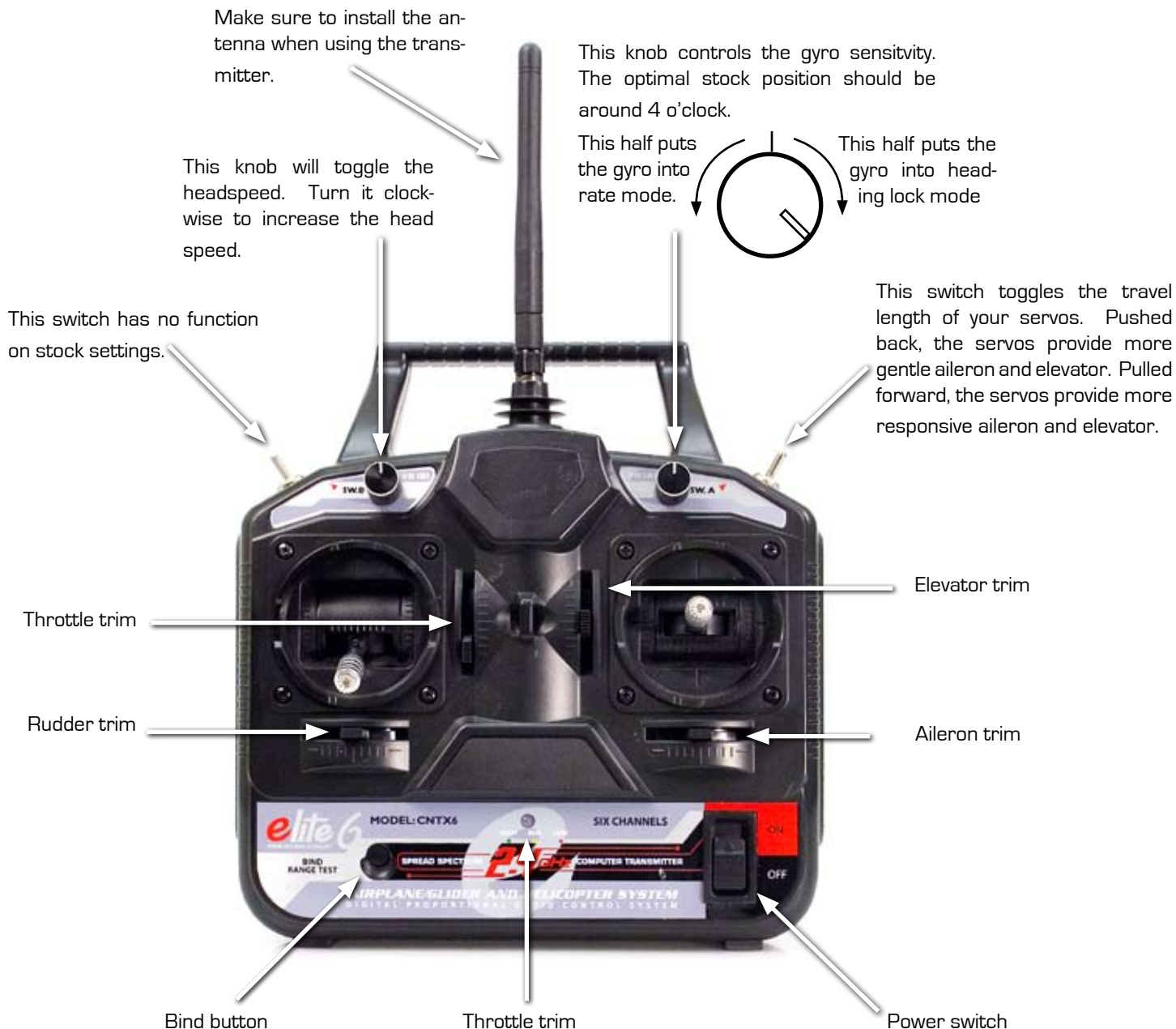
5.) Advance the throttle stick slowly, just until the motor and rotor blades begin to spin. Note the direction that the main and tail rotor blades spin. The main rotor blades should spin clockwise when viewed from the top, and the tail rotor blades should spin counterclockwise when viewed from the right-hand side of the helicopter. If both sets of rotor blades are operating in the wrong direction, power down the helicopter, unplug the flight battery, then simply reverse the position of red and black wire lead connections from the ESC to the motor.

Note: If the main rotor blades are operating in the correct direction but the tail rotor blades are not, the belt driving the tail rotor may be "twisted" in the wrong direction. To correct this, remove the tail rotor case and parts from the tail boom and pull the belt "straight" (so it is horizontal and has no twists). Then, rotate the belt 90 degrees clockwise when viewing the helicopter from behind.

TRANSMITTER DIAGRAM

CENTURY SWIFT 100% RTF

From the box, the transmitter is set up as shown. All knobs and toggle switches can be programmed in the optional transmitter programming software and cable.



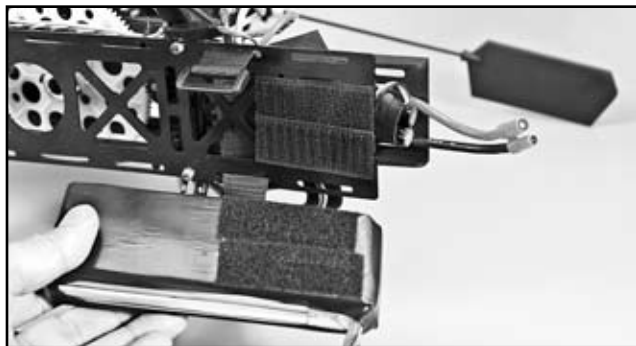
USB Programming Cable or Simulator cable port.

PREPARING THE CHECKLIST

CENTURY SWIFT 100% RTF

Use the hook and loop material for mounting the Li-Po battery located underneath the front tray, below the ESC (Electronic Speed Control) be sure that the battery wires align with the ESC wire. As show in the picture.

Once the battery has been properly positioned, fasten the hook and look strap around the battery for added security.



Although each Century Swift 100% RTF model is control tested at the factory, it is a good idea to test the controls prior to the first flight to ensure none of the servos, linkages or other parts were damaged during shipping and handling.

Before proceeding, disconnect the three bullet connectors between the motor and ESC. It is not safe to perform the control test with the motor connected to the ESC.



Lower the throttle/collective (left-hand) stick completely then turn the transmitter on.



Position the helicopter to view it from the left or right side. Move the left-hand stick up and down to check the collective pitch control.



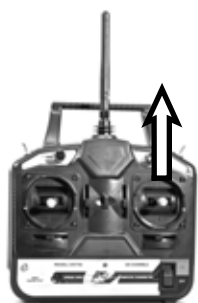
← Front of Helicopter

When the stick is pushed up, the swashplate should rise, increasing the pitch of the main blades.



← Front of Helicopter

With the stick pulled back down, the swashplate should lower, decreasing the pitch of the main blades.



← Front of Helicopter

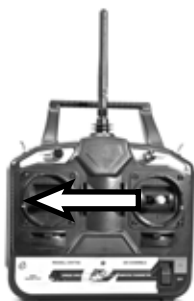
Again viewing the helicopter from the left or right side, move the right-hand stick forward and aft to check elevator pitch control. When the stick is pushed forward, the swashplate should also tilt forward.



← Front of Helicopter

With the stick pulled back, the swashplate will tilt toward the rear.

While viewing the helicopter from the rear (tail boom toward you), move the right-hand stick left and right to check aileron roll control.



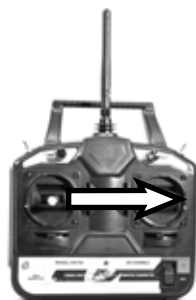
When the right-hand stick is pushed to the left, the swashplate should also tilt left.



With the right-hand stick pushed right, the swashplate will tilt to the right



While viewing the helicopter from the rear (tail boom toward you), move the left-hand stick left and right to check rudder/tail rotor pitch control. When the left-hand stick is pushed to the left, the tail pitch slider should move to the left.



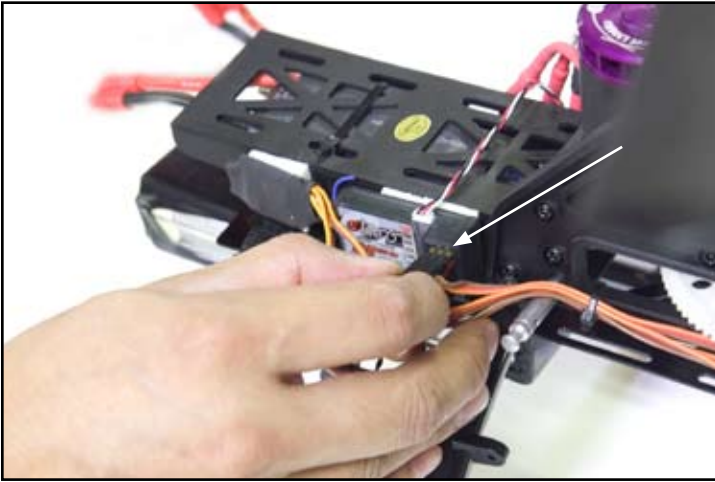
With the left-hand stick pushed right, the tail pitch slider should move to the right.

BINDING

CENTURY SWIFT 100% RTF

When powering on and you find that you do not have control of the helicopter, it may be possible that you need to bind your transmitter to the receiver in your heli. To do this, you must follow these steps:

1) Plug the binding jumper into the receiver on the helicopter



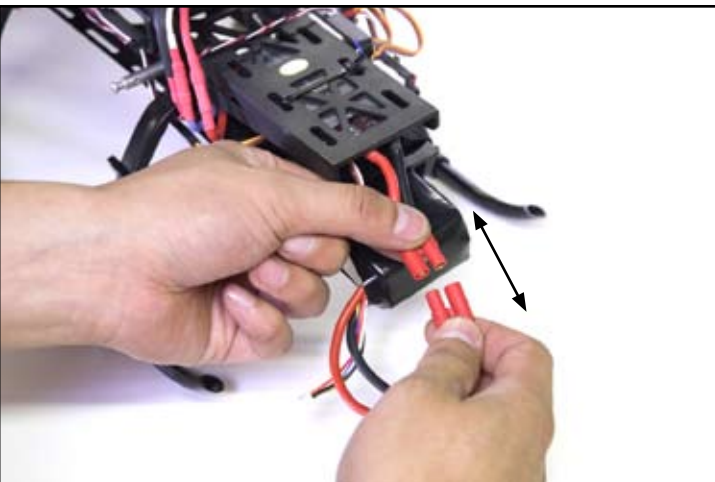
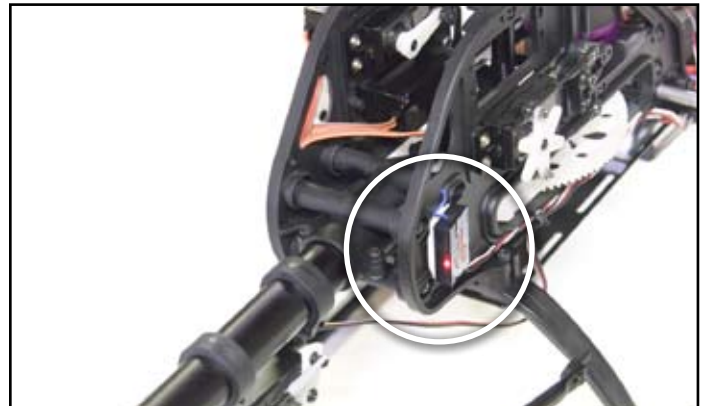
2) Connect the Li-Po batter to the ESC on the helicopter.



3) While holding down the bind button, turn on the transmitter.



4) Watch the RED flashing LED on the Signal Booster on the right side of your heli. Wait for it to go from a flashing RED to a solid RED. Once you see solid RED, the helicopter and transmitter are bound.

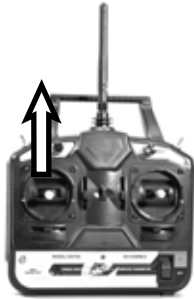


6) Pull the binding jumper from the receiver.

7) Turn off the transmitter.

8) Your helicopter and trasnmitter should now be bound to each other. You can now go through the standard steps in checking that you have control of your helicopter.

If you are not familiar with the primary flight controls of your Swift 100% RTF, please take a few minutes to familiarize yourself with them before proceeding and before attempting your first flight. The left-hand stick on the transmitter controls both throttle/collective pitch (climb/descend) and rudder or tail (yaw left/right). When the left-hand stick is in the lowest position and the throttle trim is set to the bottom position, the motor and rotor blades will not spin. Increase throttle but advancing the stick upward. This will increase the speed of the motor in turn increasing the speed of the main rotor blades along with their pitch. Increasing the speed and pitch of the main rotor blades will cause the helicopter to lift.



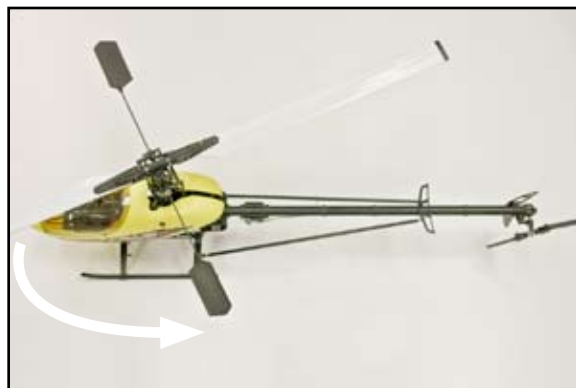
Decrease the speed and pitch of the main rotor blades by lowering the left-hand stick will cause the model to descend.



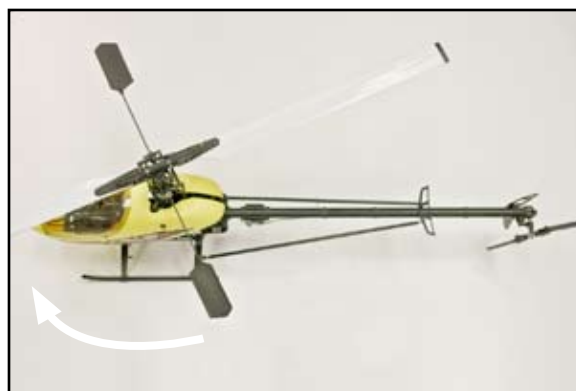
After lifting the model off the ground you can balance the throttle/collective pitch by carefully moving the left-hand stick up and down so that the model will hold a stationary hover without climbing or descending.

Also, in most cases it will not be necessary to adjust the throttle trim from the bottom position for any reason.

Moving the left-hand stick to the left will turn (yaw) the nose of the helicopter to the left about the axis of the main shaft. This is accomplished by changing the pitch of the tail rotor blades.



Moving the stick to the right will turn (yaw) the nose of the helicopter to the right about the axis of the main shaft.



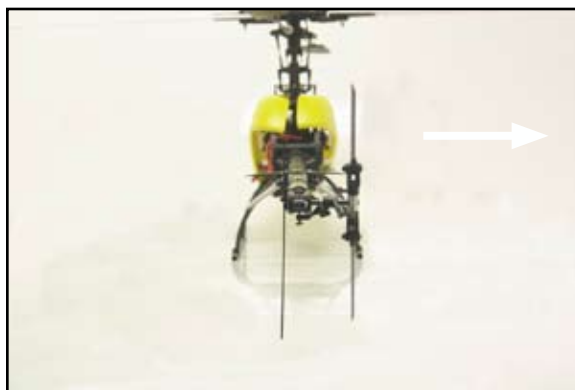
The rudder trim can be used to help keep the nose of the helicopter from rotating to the left or right when in hover with no rudder stick input. For example, if the nose of the helicopter drifts to the right when in hover, click the rudder trim lever to the left until the nose stays as close to straight as possible.

The elevator trim can be used to help keep the helicopter from drifting forward or backward when in hover with no elevator stick input. For example, if the helicopter drifts forward when in hover, click the elevator trim lever downward until the helicopter hovers as level as possible with no forward drifting.

Moving the right-hand stick to the left will roll the helicopter to the left, allowing the helicopter to be flown to the left and to perform left-hand rolls.



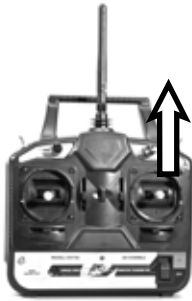
Moving the stick to the right will roll the helicopter to the right, allowing the helicopter to be flown to the right and to perform right-hand rolls.



The aileron trim can be used to help keep the helicopter from drifting left or right when in hover with no aileron stick input. For example, if the helicopter drifts to the right when in hover, click the aileron trim lever to the left until the helicopter hovers as level as possible with no drifting to the right.

Once you have become familiar with the primary controls of the helicopter, you are almost ready to fly.

The right-hand stick controls both elevator (pitch fore/ aft) and aileron (roll). Pushing the stick forward will pitch the nose of the helicopter downward, allowing the helicopter to be flown forward.



Although each Swift 100% RTF model is factory assembled and tested, you should check the following before making your first flight:

- ☐ Check the security of all screws and control/linkage balls on your model. Tighten any screws and control/linkage balls that may be loose and replace any screws, control/linkage balls or other parts that may be stripped.
- ☐ Check to be sure that the screws securing the main and tail rotor blades in the blade grips are tightened so that the blades can pivot in the grips when moderate pressure is applied.
- ☐ Check the security of all the plastic ball link ends on your model. The links should stay attached to the control/linkage balls even when moderate force is applied. Any link that does not stay attached to the control/linkage ball should be replaced before flight.
- ☐ Check to be sure that all electronic equipment and wire leads are secure and will not come into contact with any moving parts.
- ☐ Check for proper tail rotor drive belt tension. Proper belt tension plays a critical role in achieving maximum performance and reliability of your model.

If the belt tension is set too tight, it can result in a loss of power while also causing the belt and/or pulleys to wear more quickly.

If the belt tension is set too loose, the belt can skip and strip teeth from the belt and/or pulleys. It can also result in a loss of tail rotor performance and control in flight.

You can check the tension of the tail rotor drive belt by using an Allen/hex wrench (or any other suitable tool/device) to compress the belt through the opening in bottom of the main frame. Apply light pressure to the exposed side of the belt, compressing it toward the other side of the belt. The belt tension is set properly if the compressed side of the belt reaches approximately $\frac{1}{2}$ of the way to the other side of the belt.



If the compressed side of the belt reaches more than $\frac{1}{2}$ of the way to the other side of the belt, the tension is set too loose. If it is difficult to compress the exposed side of the belt, or if it does not reach approximately $\frac{1}{2}$ of the way to the other side of the belt, the tension is set too tight.

You can adjust the belt tension by loosening the two screws that mount the horizontal stabilizer and the four screws that hold the transmission box to the tail boom. After loosening these six screws, slide the boom further into the frame (to loosen belt tension) or farther out of the frame (to tighten belt tension). After properly adjusting the tail drive belt tension, be sure to retighten all six screws while also confirming proper alignment of the horizontal stabilizer and tail rotor shaft (both should be level/horizontal and perpendicular to the main shaft when viewed from behind the model).



If this is the first test flight, or a test flight following repairs, you will also want to center the rudder, aileron and elevator trims. Your Swift 100% RTF is now ready for flight.

Choosing a Flying Area

When you are ready for your first flight, you will want to select a large, open area that is free of people and obstructions. Until you have properly trimmed, adjusted and become familiar with the handling of the Swift 100% RTF, we suggest that your first and subsequent test flights be made outdoors in low-wind conditions only. While it is possible for the Swift 100% RTF to be flown in windy conditions, we strongly suggest that it only be flown in windy conditions once you become accustomed to your Swift's flight characteristics. The Swift 100% RTF is not intended to be flown in small indoor areas or facilities where it may be possible to fly a micro coaxial helicopters.

To keep your Swift 100% RTF in optimal and safe flying condition, routine maintenance is highly recommended. Some of the most important things to check are as follows:

- **Ball Links:** Before each flying session, check to see that the plastic ball link ends are secure, but not tight (binding), on the linkage/control balls. The plastic ball links can wear over time, and if they become too loose on the control balls, they can separate from the ball in flight and cause a crash. Be sure to replace any worn ball links before they fail.

Also, any ball links that are tight (binding) on the linkage/control balls can be loosened by using a ball link sizing tool. When sizing the ball links, extreme care should be taken as it is possible to oversize the ball links causing them to be too loose which could result in the links separating from the balls in flight.

- **Bearings:** Maintenance of the bearings is a very important step to keep your helicopter flying in the most efficient condition. If the bearings are not cared for, the helicopter can feel uncontrolled or very “sloppy.” The one-way bearing in the autorotation unit should be cleaned using isopropyl alcohol and then lubed with a lightweight oil such as Tri-Flo approximately every 50 to 70 flights. All other bearings typically exhibit very long life and normally only need to be replaced if they ever become notchy (sticky in places when turning) or exhibit rolling resistance. If there happens to be a mishap, the bearings should be checked for notchiness.

- **Oiling:** It is important to apply a small amount of lightweight oil to any areas where a bushing may ride on a shaft especially after replacing any of the parts with new ones after a crash. Some areas to oil:

Washout base and swashplate control ball area that rides on the main shaft

Tail rotor control pitch slider on the tail output shaft

- **Head Dampeners:** The rubber head dampeners in the head block will periodically wear and lose their elasticity. Worn out dampeners can cause main rotor blade tracking problems as well as stability and control response issues. If you begin having trouble with the blades going in and out of track during flight, or if the helicopter feels loose and “sloppy” during flight, it is likely time to replace the rubber head dampeners. The rubber head dampeners can wear out in approximately 50 to 70 flights depending on how the model is flown. When replacing the rubber head dampeners, it's important to lubricate them with a silicone based grease to prevent friction.

- **Tail Rotor Drive Belt**

Even though the belt is manufactured from automotive grade materials, it's typical for the tail drive belt to stretch slightly over the first few flights. Adjust the belt tension by pulling the tail boom away from the helicopter after loosening the four bolts holding the tail transmission box together. After approximately 20 to 40 flights, the belt elasticity will stabilize, requiring little to no additional tension adjustment.

Flying the Swift 100% RTF

Having followed the proper ESC and gyro arming and initialization procedures, confirmed proper control of the servos and motor, and found a suitable flying area, your Swift 100% RTF is ready for flight.

Slowly raise the throttle/collective pitch (left-hand) stick, increasing the speed of the main rotor blades until the model begins to lift off. Do not raise the throttle stick too quickly as the model could climb too fast causing you to lose control or make contact with objects above. As you start to fly your Swift RTF, you will find that it takes small movements to control the helicopter. Do not give rapid input as this will cause the helicopter to act erratically and possible cause you to lose control or crash the model.

Lift the model off the ground just a few inches and concentrate on balancing the throttle stick position so that the model holds a steady hover altitude. In some cases it may be best to make a few short "hops" to an altitude of just a few inches until you become familiar with the control inputs and trim settings required to maintain a steady hover and altitude.

We highly recommend the purchase of training gear. Training gear add a larger platform when training during takeoff and landing. This prevents the helicopter from tipping over possible damaging the main blades which also prevents damage to other critical parts.

Always fly your Swift in an open area and at least 25 ft away from yourself or any person or animal. During a hover, you should be able to establish if the helicopter is drifting forward or backwards or left or right. This is when you want to trim your radio controls. If the nose of the helicopter is turning to the left, click the rudder trim on the transmitter to the right. If the nose of the helicopter is turning to the right, click the rudder trim on the transmitter to the left. Make small adjustments of the rudder trim on the transmitter. Once you have this set, your Swift should no longer be drifting/turning left or right.

After you have trimmed the rudder, you can now trim the ailerons. If the helicopter is tilting to the left, click the trim adjustment for the aileron (right hand stick, trim adjustments going left to right) to the right. If the helicopter is tilting to right, click the aileron trim to the left. During this process you can also adjust the elevator trim. If the helicopter is tilting forward, click the elevator trim (right hand stick, trim adjustments going up and down) down. If the helicopter is tilting backwards, click the elevator trim up.

Practice hovering by keeping the helicopter in one place with the tail pointed towards you. Make short hops about 1 to 2 feet in height but do not suddenly bring the throttle stick all the way down as this will cut all power and cause your model to drop out. This will cause you to break the landing skids or possibly other critical parts. After you get a feel for the controls, try to maintain a hover in one spot at approximately 3 to 4 feet in height. Once you are confident enough to bring the Swift up to this height, you have passed the barrier of "ground effects." Essentially this means that you the turbulence from the main blades of the Swift are no longer affecting the control of the helicopter in flight. This is where your Swift will feel more in control.

If at any time you have crashed or hit the blades on the ground, make sure to lower your throttle stick (left stick) all the way to it's lowest point. This is to prevent the ESC from drawing current if the blades have suddenly come to a complete stop. Failure to do so can cause the ESC to draw excessive current causing the ESC to burn or expel smoke. If this has happened, the ESC will no longer function and must be replaced. Crash damage is not covered under warranty.

Another major point that you should keep in mind is the current draw from the battery. If at any time your Swift seems to require more throttle to hold it in a hover, IMMEDIATELY land the helicopter to prevent sudden power loss and stop using your battery. After you have done so, wait about 10-15 minutes before charging the battery.

This manual is provided as a guide. If at all possible, seek flight training from an experienced R/C helicopter pilot. If you require additional training and you do not have access to an experienced R/C helicopter pilot, it is best to purchase a computer flight simulator.

Be safe and have fun.

General

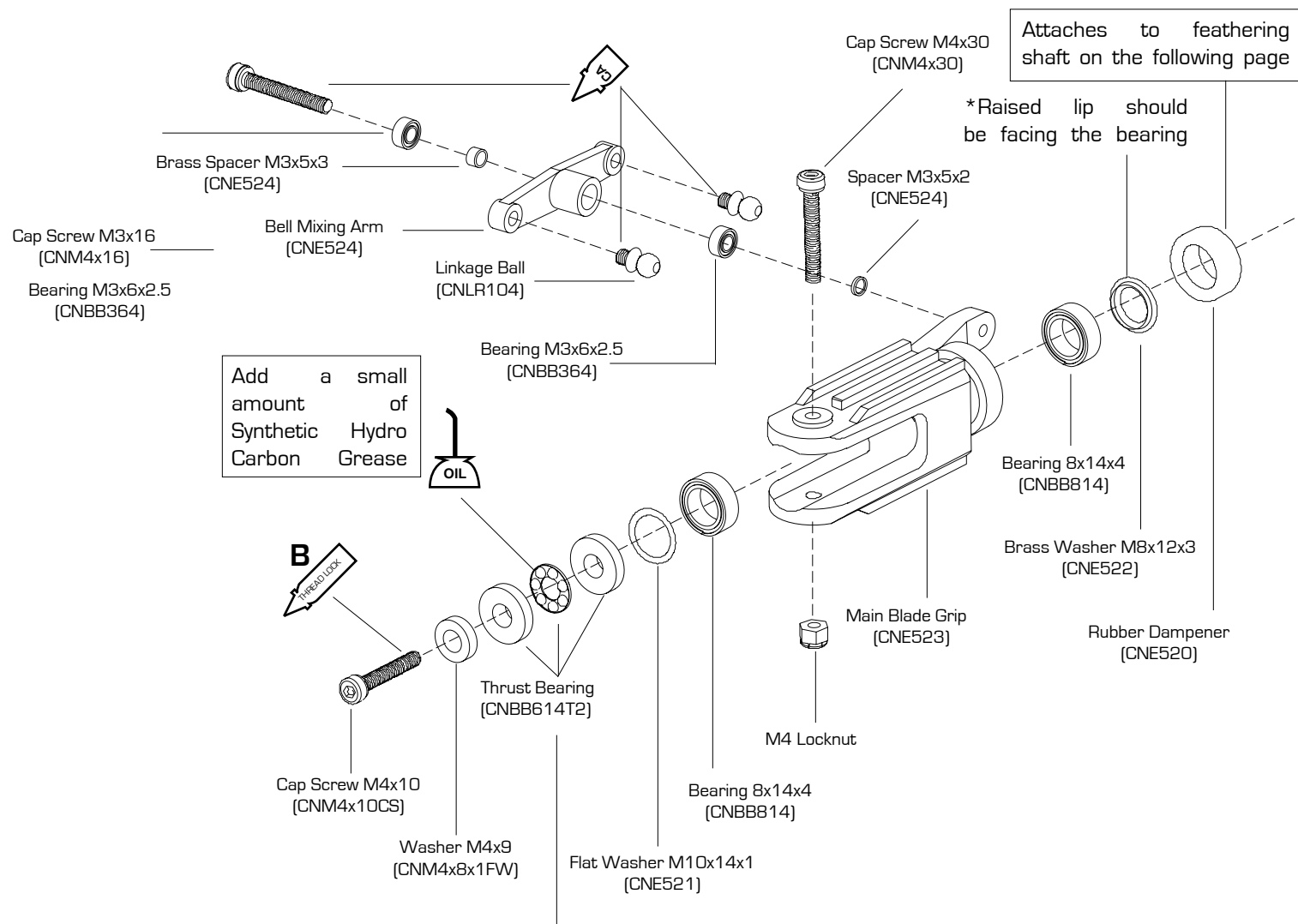
- 1) I will not fly my model aircraft in sanctioned events, air shows or model flying demonstrations until it has been proven to be airworthy by having been previously, successfully flight tested.
- 2) I will not fly my model higher than approximately 400 feet within 3 miles of an airport without notifying the airport operator. I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.
- 3) Where established, I will abide by the safety rules for the flying site I use, and I will not willfully or deliberately fly my models in a careless, reckless and/or dangerous manner.
- 4) The maximum takeoff weight of a model is 55 pounds, except models flown under Experimental Aircraft rules.
- 5) I will not fly my model unless it is identified with my name and address or AMA number on or in the model. [This does not apply to models while being flown indoors.]
- 6) I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine[s]; nor will I operate models with extremely hazardous fuels such as those containing tetranitromethane or hydrazine.

Radio Control

- 1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
- 2) I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
- 3) At all flying sites a straight or curved line[s] must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed at or in front of the flight line. Intentional flying behind the flight line is prohibited.
- 4) I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. [Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.]
- 5) Flying sites separated by three miles or more are considered safe from site-to site interference, even when both sites use the same frequencies. Any circumstances under three miles separation require a frequency management arrangement, which may be either an allocation of specific frequencies for each site or testing to determine that freedom from interference exists. Allocation plans or interference test reports shall be signed by the parties involved and provided to AMA Headquarters. Documents of agreement and reports may exist between
 - [1] two or more AMA Chartered Clubs, [2] AMA clubs and individual AMA members not associated with AMA Clubs, or [3] two or more individual AMA members.
- 6) For Combat, distance between combat engagement line and spectator line will be 500 feet per cubic inch of engine displacement. [Example: .40 engine = 200 feet.]; electric motors will be based on equivalent combustion engine size. Additional safety requirements will be per the RC Combat section of the current Competition Regulations.
- 7) At air shows or model flying demonstrations, a single straight line must be established, one side of which is for flying, with the other side for spectators.
- 8) With the exception of events flown under AMA Competition rules, after launch, except for pilots or helpers being used, no powered model may be flown closer than 25 feet to any person.
- 9) Under no circumstances may a pilot or other person touch a powered model in flight.

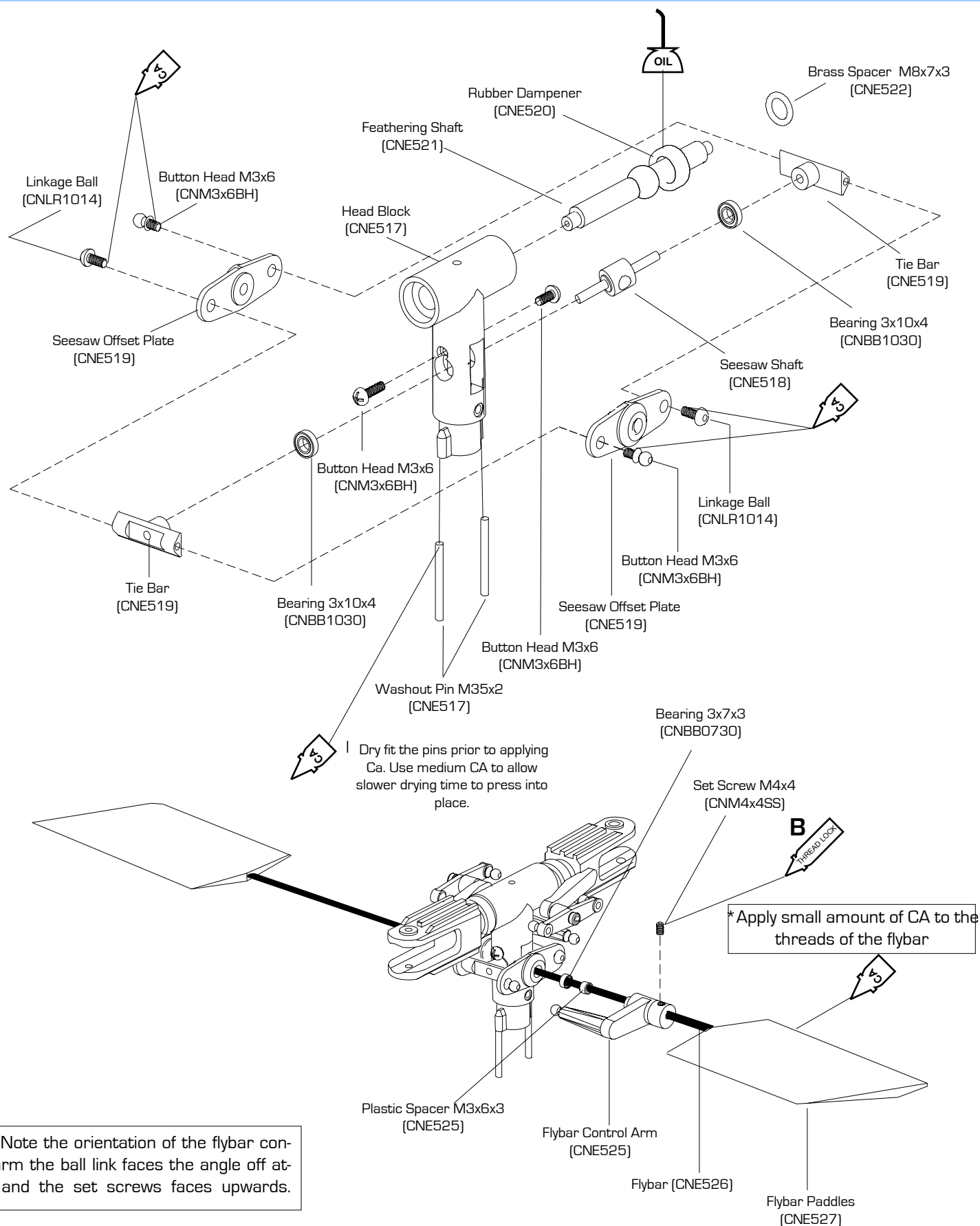
The following diagrams are shown to indicate reassembly of your Swift 100% RTF in the event of a crash or rebuild. Due to the constant changes and improvements in manufacturing, some illustrations may not look exactly like their counterparts that are currently in production.

Main Blade Grip



*The thrust bearing washer with the bigger inner race should be closer to the head block. The thrust bearing washer with the smaller inner race should be closer to the rotor blade.

Head Block



Flybar outer flat spot

Flybar outer flat spots align with flybar control arms when arms are flush with seesaw.

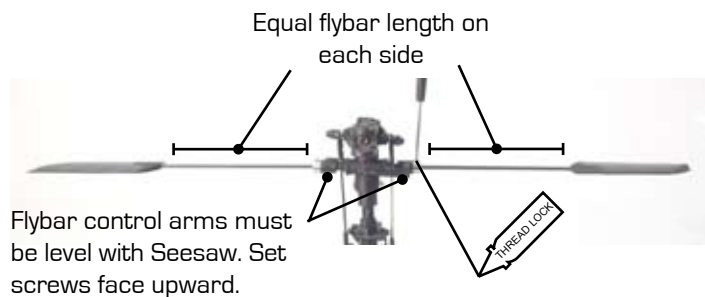


Diagram illustrating the components and assembly points for the Washout Base Assembly (CNE516).

Components shown:

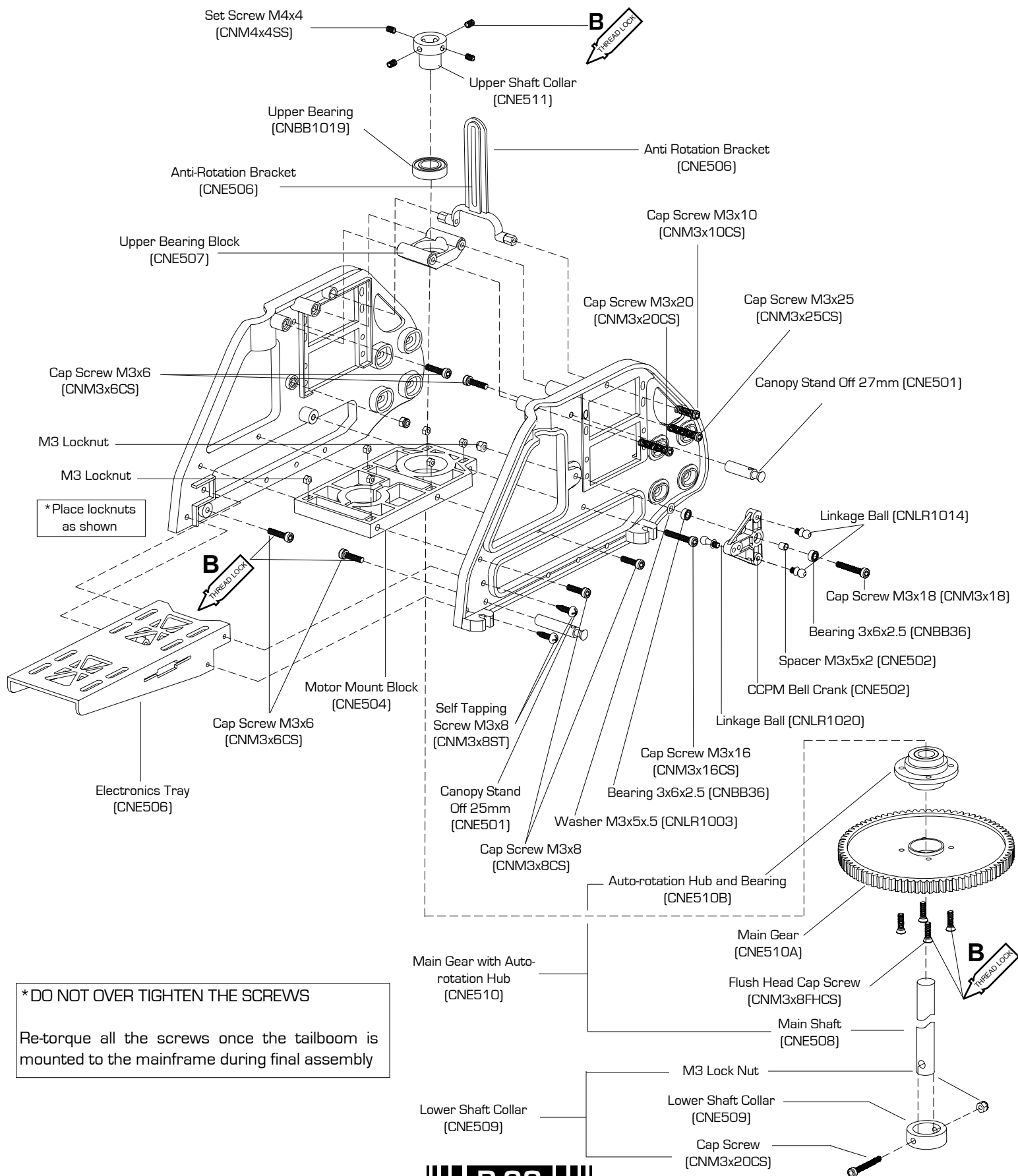
- Main Shaft (CNE508)
- Washout Base (CNE516)
- Flat Washer M3x5x.5 (CNLR1003)
- Linkage Ball (CNLR1014)
- Washout Control Arm (CNE516)
- Bearing 3x6x2.25 (CNBB36)
- Cap Screw M3x8 (CNM3x8CS)
- Antirotation Linkage Ball (CNE515)
- Swashplate (CNE515)
- Medium Linkage Ball (CNLR1020)

Assembly instruction:

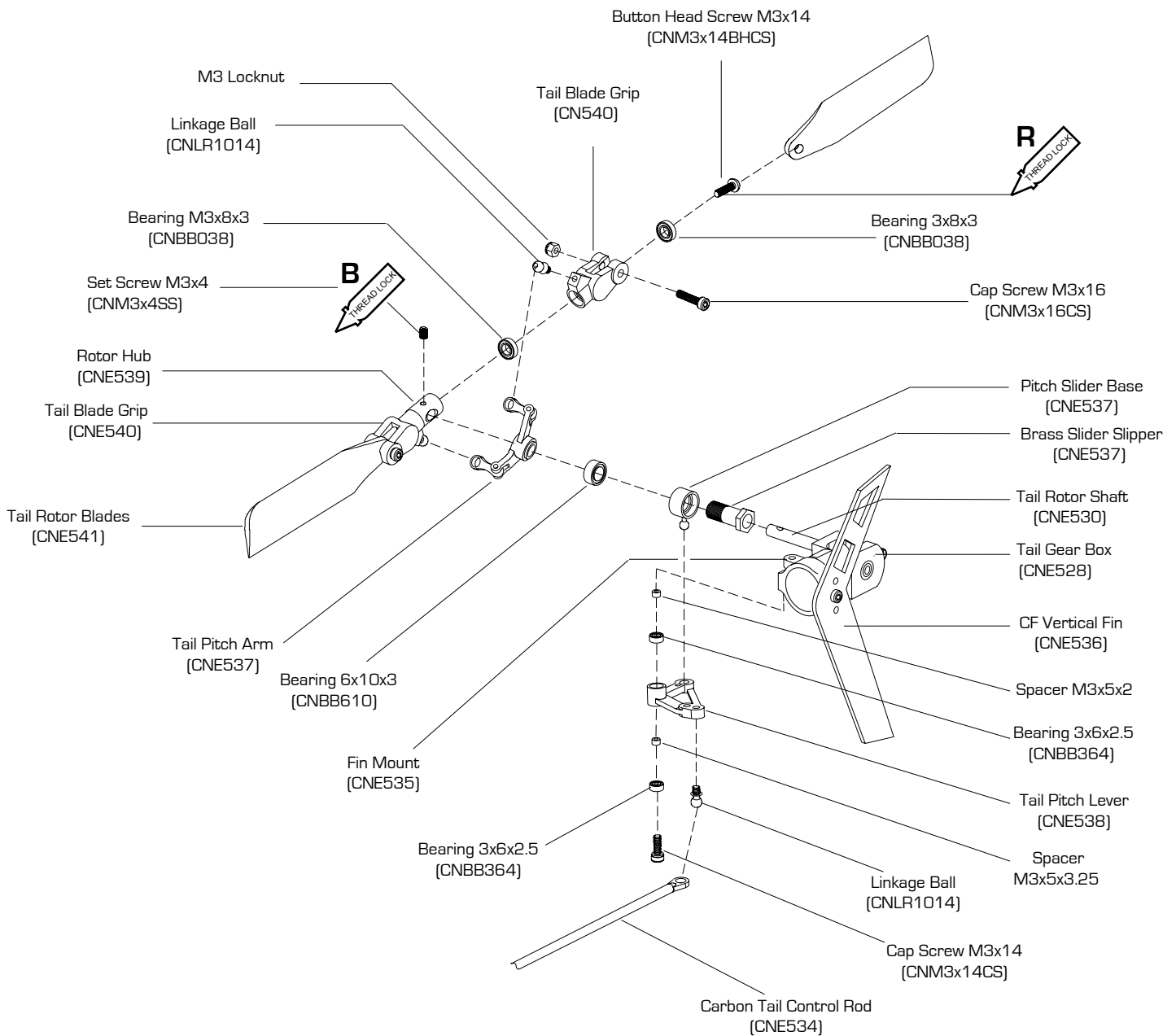
R Apply Thread lock to the inner steel ball links

*Hint: Undue the cap screws and linkage balls to the assembled parts. Apply CA on metal to plastic assembly. Apply blue thread lock on metal to metal assembly. Do not over tighten when screwing the attaching assembly to its subassembly.

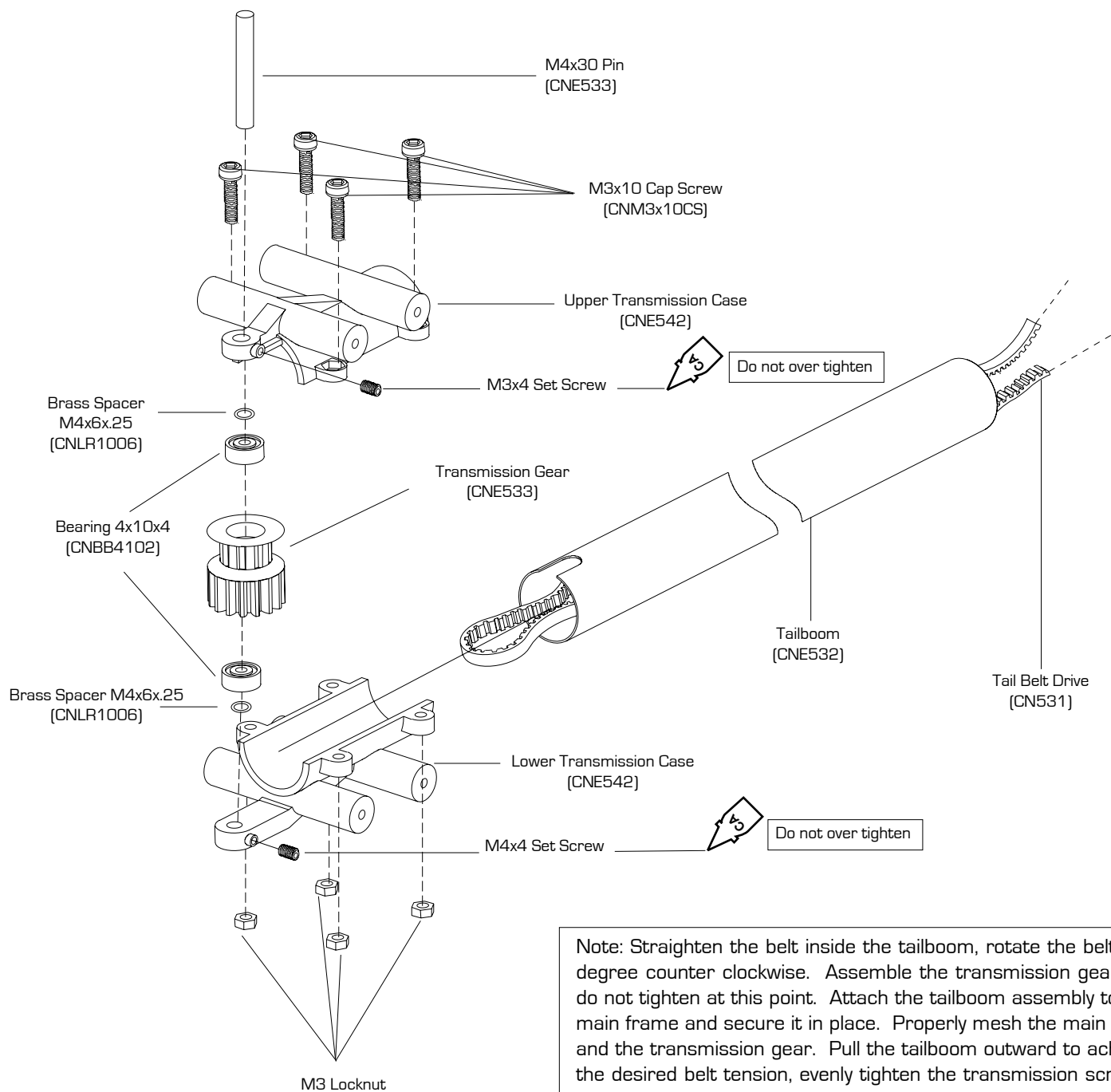
Main Frame Assembly



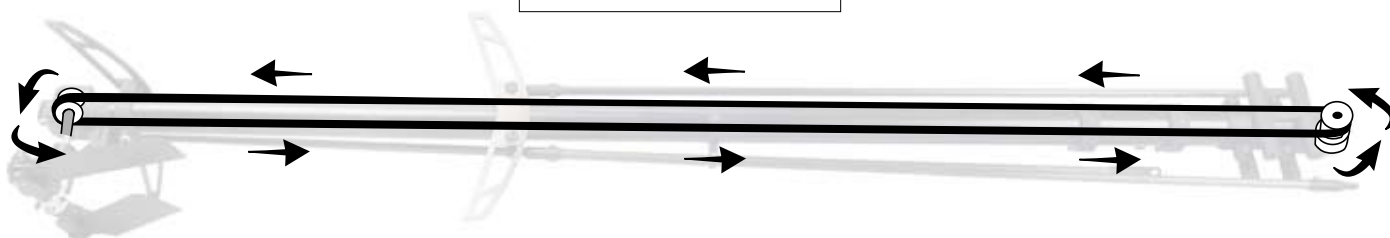
Tail Gear Box Assembly



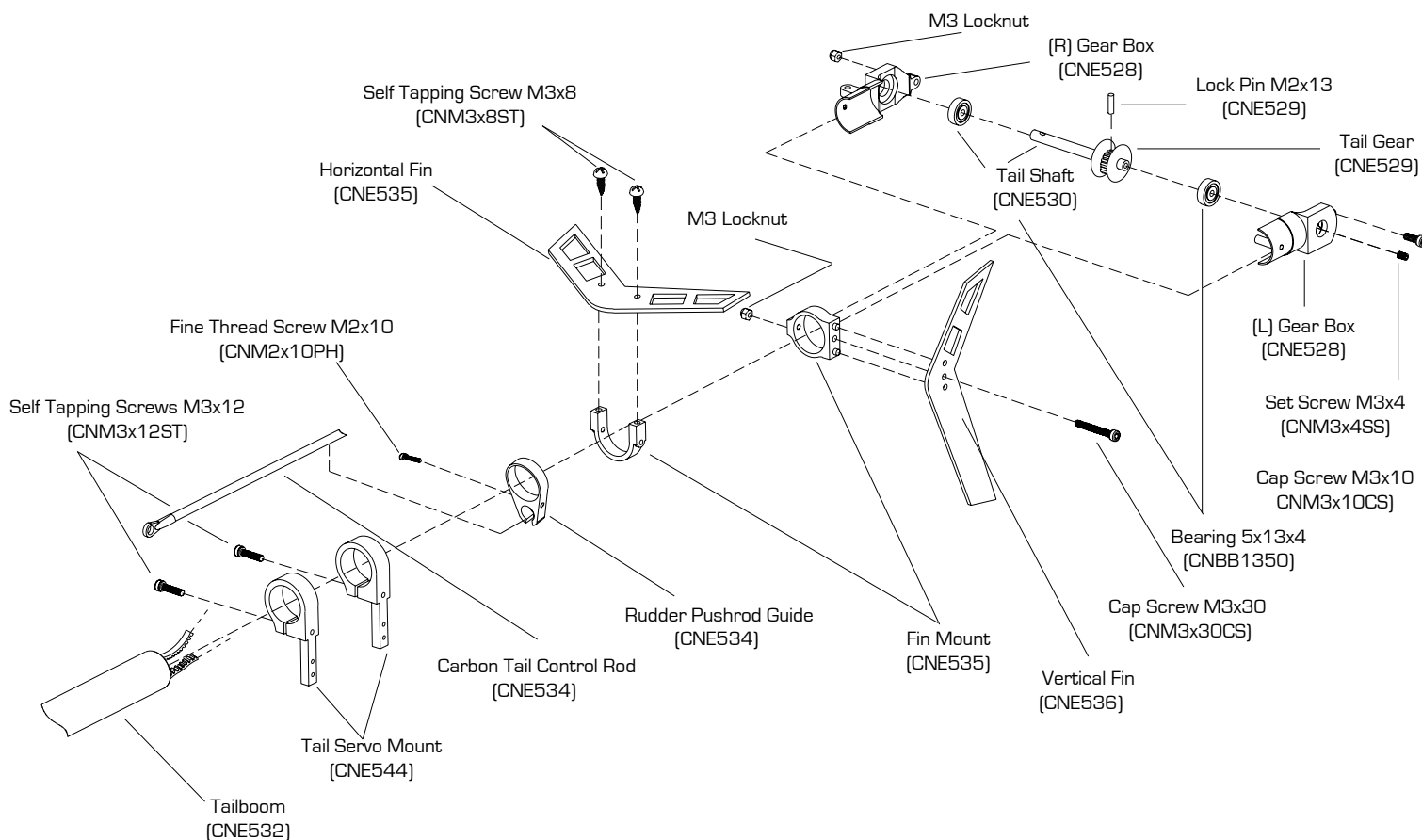
Tail Transmission Assembly



Tail Drive Belt Orientation

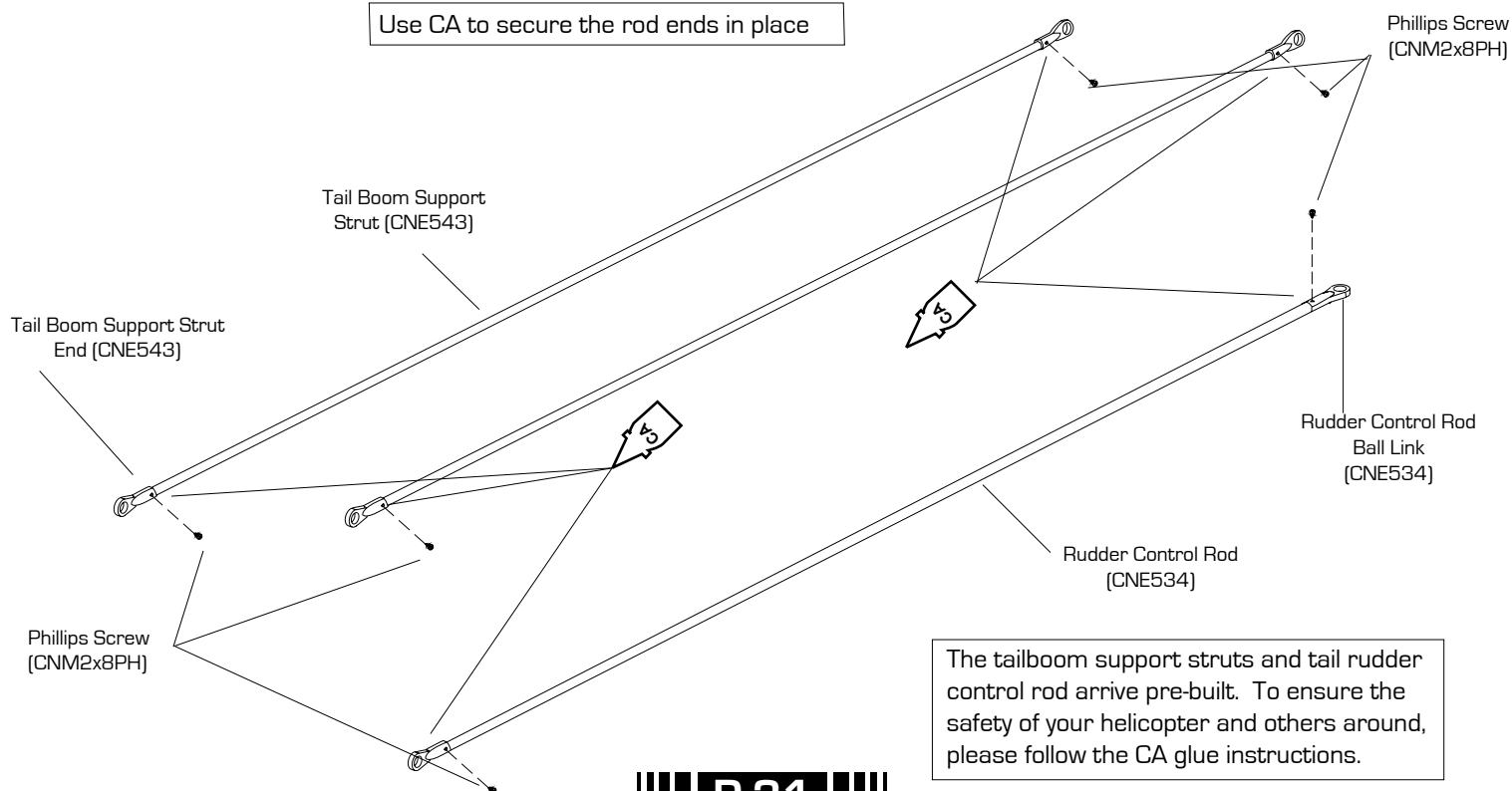


Tail Component Assembly



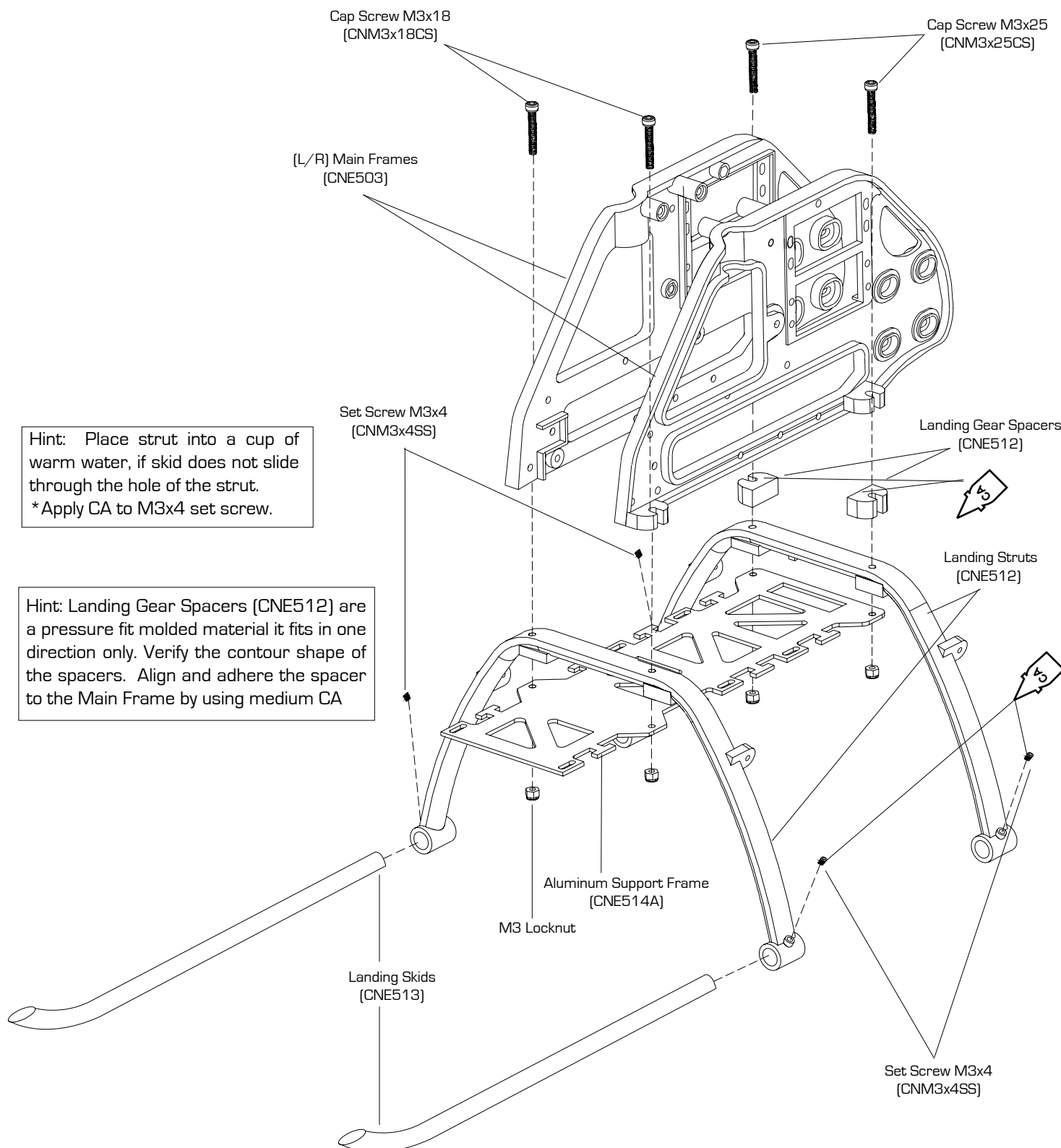
Tail Boom Support Struts and Rudder Control Rod

Use CA to secure the rod ends in place



The tailboom support struts and tail rudder control rod arrive pre-built. To ensure the safety of your helicopter and others around, please follow the CA glue instructions.

Landing Gear Assembly





CNE501
Canopy Standoffs &
Grommets



CNE502
CCPM Bellcrank Set



CNE503
Main Frames
(Left and right)



CNE504
Motor Bottom Block



CNE505
Front Electronics Tray



CNE506
Anti Rotation Bracket



CNE507
Upper Bearing Block



CNE508
Main Shaft



CNE509
Lower Shaft Collar



CNE510
Main Gear With Auto-
rotation Hub



CNE510A
Main Gear Only



CNE510B
Auto-rotation Hub &
Bearing Only



CNE511
Upper Shaft Collar



CNE512
Landing Struts



CNE513
Landing Skids



CNE514A
Aluminum Support
Frame



CNE515
Swashplate



CNE516
Washout Assembly



CNE517
Head Block



CNE518
Seesaw Shaft



CNE519
Seesaw Assembly



CNE520
Black Rubber
Dampeners



CNE521
Feathering Spindle



CNE522
Main Blade Grip
Spacers



CNE523
Main Blade Grips



CNE524
Bell Mixer Set



CNE525
Flybar Control Arms



CNE526
Flybar



HI3179
Flybar Paddles



CNE528
Tail Gear Box



CNE529
Tail Gear Box Gear
With Pin



CNE530
Tail Rotor Shaft



CNE531
Swift 16 Tail Drive Belt



CNE532
Swift Tail Boom



CNE533
Transmission Gear With
Pin



CNE534
Rudder Control Rod
Set



CNE535
Fin Mounts



CNE536B
Aluminum Fin Set



CNE537
Tail Pitch Slider



CNE538
Tail Pitch Lever



CNE539
Tail Rotor Hub



CNE540
Tail Blade Grips



CNE541
Tail Rotor Blades



CNE542
Tail Transmission
Gear Box



CNE543
Tail Boom Support
Set



CNE544
Tail Servo Mounts



CNE545
Pushrod Set



CNE546
Ball Link Set
(22 Long, 4 Short)



CNE547
Elevator Servo
Spacers (2)



CNE548
520mm Main
Blades



CNE549Y
Canopy (YELLOW)



CNE550
Windshield



CNE551
Swift 16/550
Decal Set



CNE552
M3x5x3.5 Spacers (10)
*Requires 7



CNE553
Rubber Battery
Clamps (4)
*Requires 4



CNE554
Swift Crash Kit



CNBB1030
Rotor Hub Bearing (2)
*Requires 2



CNBB364
CCPM Bell Crank
Bearing (4)
*Requires 4



CNBB364
Tail Pitch Lever Bearing
(4)
*Requires 2



CNBB0730
Seesaw Bearing (2)
*Requires 2



CNBB0384
Tail Blade Grip
Bearings (4)
*Requires 4



CNBB1350
Tail Gear Box Bearing (2)
*Requires 2



CNBB614T2
Main Blade Grip Thrust
Bearing (2)
*Requires 2



CNBB814
Main Blade Grip
Radial Bearings (2)
*Requires 4



CNBB1019
Upper Bearing
Block Bearing (1)
*Requires 1



CNBB4102
Transmission Gear
Bearing (2)
*Requires 2



CNBB610
Tail Pitch Slider
Bearing (2)
*Requires 2



CNBB364
Bell Mixer Bearing (4)
*Requires 4



CNE556-1
CNC Main Rotor Hub
Only



CNE566-2
CNC Washout Guide



CNE557
CNC Blade Grip
[1pc]



CNE557-1
Main Blade Grip Only



CNE557-2
Main Blade Grip Arm
Only



CNE558S
CNC Bell Mixer



CNE559S
CNC Flybar Control
Arms



CNE560S
CNC Washout Arms



CNE564S
CNC Seesaw Spacer



CNE567S
CNC Tail Boom Clamp



CN2302
Low Profile Steel Clamp
Collar



CN2516SA
CNC Full Metal Rotorhead
(Unassembled)



CN2516S
CNC Full Metal
Rotorhead (Assembled)



CN2235
Triple B.B Tail Assembly



CNE566
CNC Machined Tail
Gearbox



CNE570
Triple Bearing
Reinforcement Kit



CNE695
Breakaway Canopy
Standoffs



CN2236
CNC Triple B.B Tail
Assembly



CNE610HE
High Efficiency Main Gear



CNE562
CNC Machined Upper
Bearing Block



CNE549A
FRP Painted Canopy with
Mount Kit



CN4027CGSW
Agusta 109A Coast
Guard Fuselage (Painted)



CND421900BK
Velcro Wrap (Black)



CN2255
Control Rod Setup Gauge



CN2046V2C
Basic Heli Setup Tool
Kit v.2
Includes Blade Balancer,
Ball Link Pliers, Pitch
Gauge, & Paddle Gauge



CN265166C
Rotortech Carbon 515mm
Main Blades



CN265501
Rotortech Carbon
550mm Main Blades



CN265666
Rotortech Carbon
560mm SG 3D Blades



CN260762
Rotortech Carbon
75mm Tail Blades



CN25080
Carbon 80mm Tail
Blades



CN25510
Century Carbon Fiber
Paddle



CNMG509
Motor Gear- 9T,
5MM, 1.0



CNMG510
Motor Gear - 10T,
5MM, 1.0



CNMG511
Motor Gear - 11T,
5MM, 1.0



CNMG512
Motor Gear- 12T,
5MM, 1.0



CNMG513
Motor Gear - 13T,
5MM, 1.0



CNMG514
Motor Gear - 14T,
5MM, 1.0



CN2215ASF
Machined Head Button



CNE271
Century Outrunner
550 Plus



CNE273
Century Outrunner
600 Plus



CNE5513BAESC
Battery ESC Connector
1 Set

